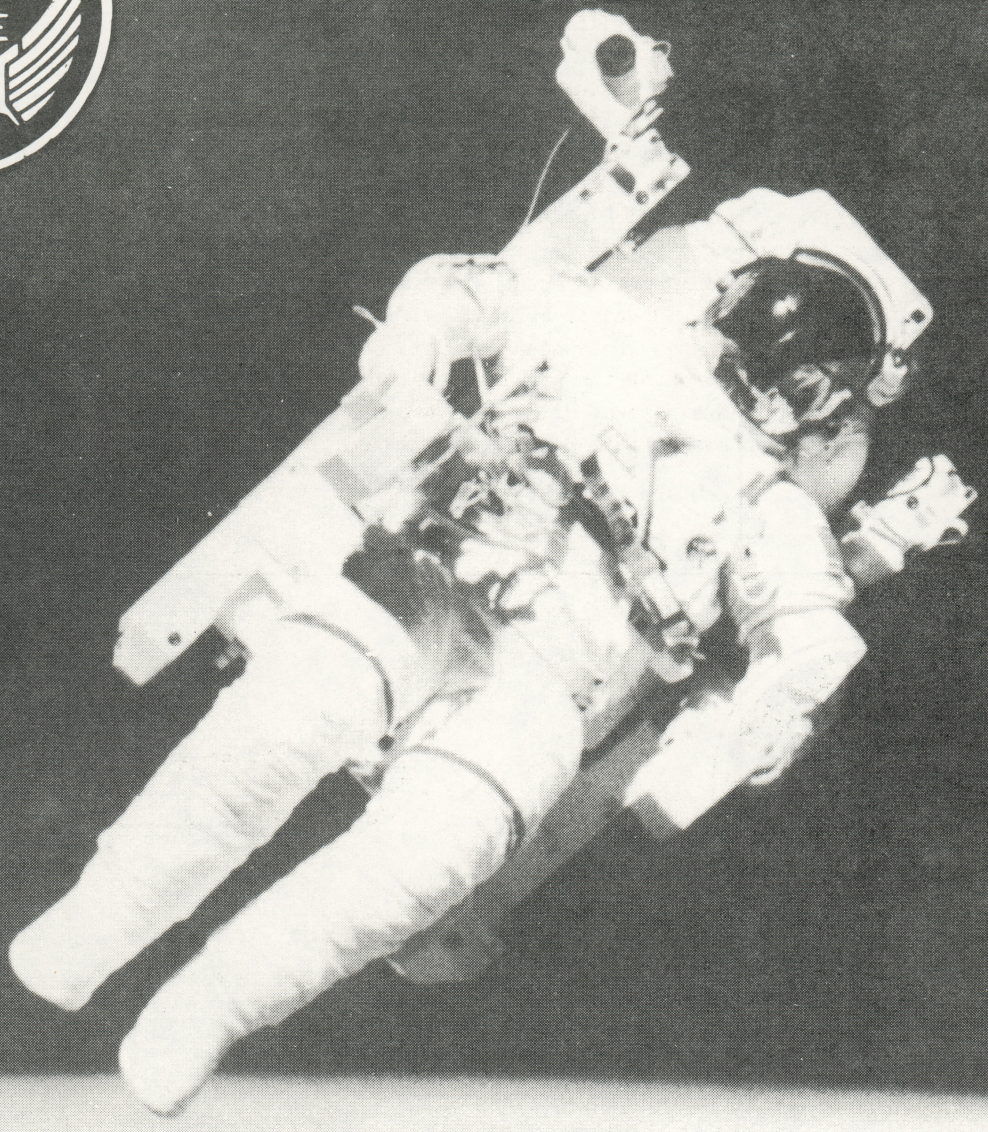
YANKEE WINGS



THE FINAL FRONTIER

Vol. 6 No. 5 OFFICIAL PUBLICATION OF THE YANKEE AIR FORCE INC. June 1987

It is June again and the Air Show Season is underway, Flint Division's Air Show ,on May 30th was a great success. We will be giving you more information on the other Division's Air Shows as it comes in. The Memorial Day ceremonies were everything that PR Director, Rosie Goodes promised they would be. The military aircraft were a sight to see. All the civilian planes that flew in for the breakfast on Monday added to the already interesting flightline. The Warbirds Fly-by was terrific to see from my spot at the F-101. (I have to return the favor and help Joe out sometimes,too.) I served as tour guide and information giver.

In this issue, we finish the Dick Melton series on the History of Naval Aviation. In honor of the Forty-Third Anniversary, we have an interview with WR's own Marv Hoffrichter. Marv served as an interpreter and dealt with the German and Italian underground. We also have a Personnel Report about Northeast Divisions Herb Fisher. Herb was a bit of a celebrity during the war.

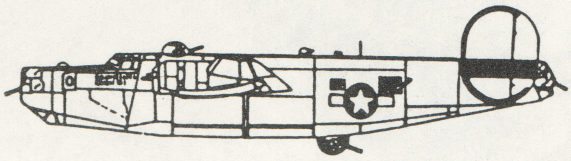
There is an article reprinted from a Florida newspaper, THE SENTINAL, it was written by Michael Lafferty. Rosie Goodes submitted an crossword puzzle for our enjoyment.

I wish to thank Grant Martin for writing out the direction on how to get from the expressways to gate 1 of Willow Run Airport. Thanks Grant, you are so helpful.

We at YANKEE WINGS hope you enjoy this sneak preveiw of the new Front Cover lay-out. We looked hard to find a masthead to equal the effect of the previous one. The design chosen was submitted by Bill Alcenius. The line art on page 11 and 12 are also by Bill. They are a preview of the artwork used in the 1988 YAF Calendar. (Both calendar and cover await final Board approval.)

Till Next Month,
K. Miller, Editor

YANKEE AIR FORCE



YANKEE WINGS©
Official Publication of The Yankee Air Force©

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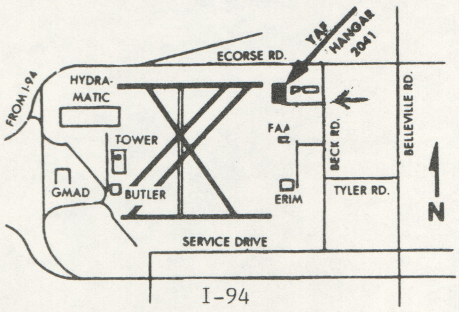
Take I-94 to Belleville road exit. North to Tyler Road, west to Beck Road, turn right and enter through second gate on your left. Or take I-275 to exit 20 or 21 - Ecorse Road. Take Ecorse Road west to Beck, proceed south to first gate on your right.

YAF HEADQUARTERS — WILLOW RUN AIRPORT



Cover photo: Naval Aviator and astronaut Capt. Bruce McCandless II, USN, making history with the first untethered "walk in space" using a nitrogen-proppelled, hand-controlled manned maneuvering unit, from the orbitting space shuttle Challenger on February 7, 1984. (cover photo and photo on page 7 compliments of the 75th Anniversary of Naval Aviation. Unless other wise noted photos are by Norm Jones and Bruce Allbright, with the exception of the NE Board of Directors, that is by J.D. Golderer.) Small line art from the Signal Squadron Mail Order catalog.

MEMBERSHIP REPORT

by Charlie Ligenfelter, Membership

WELCOME to the Yankee Air Force. Our ranks have been enriched by the enthusiasm of the following new members:

Willow Run welcomes # 2663 Roger Snyder, #2664 Daniel J. Markiewicz, #2665 Margaret Cain, #2666 Elizabeth A. Moore, # 2667 Lyman A. Wiard, #2668 Russ Brown, #2669 Margaret Oswell, #2670 Eric Hintz, #2671 Howard Garon, #2672 Lawrence Gerdoner and #2673 Charles T. Stanley. Our next " GET ACQUINTED SUNDAY " is scheduled for Sunday, June 28, 1987, at 2:00 PM at the Museum in the " Doghouse". A casual, informative get together is planned and the museum will be opened for tours. You, along with members of your family and guest are invited, as well as members of longer standing. Our "Memorial Day Observance" will be history and hopefully we can appauld our accomplishments and success on a profitable event.

However, we must start planning and working towards our next big event, " Founder's Day", August 29 & 30, 1987. The way time flies it will be here before we know it. Step forward, get involved in our projects and goals, and I know you will find it rewarding.

MEMBERSHIP DRIVE

A membership drive is in progress. Starting date is May 21, 1987 , ending on August 15, 1987. The total number of members (All classes) in each Division, (Except Willow Run) will be compared on these dates. The division with the largest PERCENTAGE increase will be declared the winner of the membership drive and a significant award will be presented on Founder's Day.

DID YOU KNOW

Your MEMBER BADGE should be worn on the left side of your navy blue cap with YAF logo? And that your COMMITTEE BADGE should be worn on the right side of your navy blue cap with YAF logo? (Reference- Yankee Air Force Dress Code Policy.)

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Come Walk With Us

The Yankee Air Museum has been invited to participate in several parades in the immediate area. Necessary for each parade are:

Two flag bearers
Ford Tri-motor & vehicle to pull
Parade walkers - 10-25 members
Brochures or flyers

June 13 - Saturday - Canton Twp.

June 20 - Saturday - Belleville Strawberry Festival
10:30 AM Staging
11:30 AM Parade

July 1 - Wednesday (Meeting night) - Westland
7:00 PM Parade Theme: Sesquicentennial

July 2 - Thursday - Dearborn Heights
5:50 PM Staging
7:00 PM Parade
Mandatory meeting June 28, Sunday, 1:00PM

July 5 - Sunday - Southfield Civic Center
1:00 PM Parade (May sponsor Warbird fly-by)

August 1 - Saturday - Sumpter Country Fest
11:00 Staging
12:00 Noon Parade (Complimentary lunch)

August 22 - Saturday - Howell Melon Festival
No info at this time. May sponsor Warbird fly-by.

1987 ELECTION NOMINATIONS DUE

Nominating forms with eligibility requirements will be available June 1, 1987 at the Willow Run Headquarters office or by mail, with a self-addressed stamped envelope (Attn: ELECTION COMMITTEE). A completed nomination form will be required from each candidate. Forms must be returned by June 30, 1987.

HELP WANTED

RECEPTION CREW NEEDS STAFF

Additional Reception staff needed for Yankee Air Force Office. Especially needed for Special Events.

Please Contact Nancy Lockwood, Secy. at 482-4120 or at the Hangar-483-1030.

NEEDED FOR THE B-17

Avionics and wiring specialists to work with Richard D'Loss A&P and R&E.

Additional Sheet metal experts needed to work with Fred Lockwood.

Also needed immediately:

35mm Tape viewer
8' Shear and Brake for sheet metal

Please contact Fred Lockwood- 482-4120

NEWS FROM THE NORTHEAST DIVISION

by John Monsport

This month we have come alive at Caldwell. The Northeast Division has a Museum at long last. With some help and determination, we got the roof of the museum fixed. The interior was cleaned up with the help of Kim Stoebe and Bob Misskerg and the intiial displays have been set in place. The Plan is to have the museum open to the public on Saturdays and Sundays and to have school kids tour by appointment during the week. All members are encouraged to visit the Museum before and after the General Meeting each month. For those who have never been to our Museum, we are located next to C&W Aero Services (enter by the big Essex County Airport sign and go straight back along the green fence).

The new semi-annual Fund Drive is on with our SUPER 50/50. Please help us out by either buying a whole pile of tickets or by selling a whole pile of tickets. Actually, the NE Div. will be happy if everyone bought just one and sold just one. The tickets are limited and are on a first come first served basis. The tickets cost $10 each. Only 500 were printed. The drawing is August 30, 1987, at 9:00 PM.

Kim Stoebe has volunteered to add the job of Hangar Operation Chairperson to her list of duties around the museum. Kim was not at the Museum when the picture below was taken.

N.E. Division Board of Directors 1987-1988

Back row-(l-r) Liason Officer Otto Mueller, Secretary Nancy Lataveic, NE Div. Pres. John Monsport, Treasurer Nadia Galavach, V. Pres. Hugh Hays.
Front row-(l-r) Directors: Don Kinney, Dick Van Twistern, Tony Giacobbe, Robert Fenner.

PERSONNEL REPORT

N.E. DIVISION'S HERB FISHER

Yankee Air Force's Herb Fisher of Kinnelon, NJ is a bit of a celebrity. Herb played the "Duke" when he did the flying for John Wayne in a Curtiss P-40 Warhawk during Republic's 1942 film " The Flying Tigers".

Fisher test-flew over 2,500 individual P-40s just like the type flown in the film. A major portion of the movie was filmed at the Curtiss Wright Aircraft plant in Buffalo.

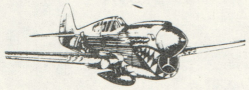
The Fireball, precision and demonstration team, consisting of Herb Fisher, Ran Reid, and Dick Griffin, particapated in all of the flight sequences, take-off and landings, flight combat scenes of the movie.

Claire Chenault organized the original AVG (American Volunteer Group) and was the commander of the legendary Flying Tigers. Fisher test flew many of the original P-40s that were both used in combat by Gen. Chennault and the Flying Tigers of the 10th and 14th Air Forces that replaced the AVG operation in Burma and China.

Fisher is particulary well known for his research as a Curtiss test pilot in China-Burma-India theatre of war, to which he was called by Air Transport Command of the Air Corps, to conduct experimental flight tests on the C-46 transport and to assist pilots in establishing on this aircraft operational and safety techniques for flying the " Hump".

While visiting one of the many military bases in north-central India, Fisher loaded his P-40 wing and belly tanks with fuel and flew over the top of the 29,000-ft. Mt. Everest. Since Col. Robert Scott, author of "God is my Co-Pilot" had previously flown over Mt. Everest, Herb decided he wasn't going to let old buddy Bob, outdo him.

(ED. note - This article was reprinted from Specialty Restaurants Corporation of Anaheim, CA's Newsletter.)



THE JUNK YARD DOGS
PB4Y-2 PRIVATEER

by Dick Rice

We call ourselves the Junk Yard Dogs- Crew Chief George Whitfield, Alfred Dallape, John Spellich, Ralph Romska ,Jim Quiggins, Richard Rice, George Petrovitch, Jim Dallape, Hank Dallape,Bill Abbott, Dean Green,Dick Porch,Herb Truesdale,Steve Anderson,Dick Rice,Bob Wenzel,Herb Procter,Al Scotsford,Lee Koepke, Bob Gunn, Joe Miller and any body we can steal.

To some members of the YAF it's a pile of junk. To us it's affectionately known as a Consolidated PB4Y-2 Privateer. The Navy version of a B-24 Liberator.

The PB4Y-2 Privateer is different than the normal B-24 because instead of the split-tail or barn doors, the Privateer has a conventional tail. Also from the pilot's cockpit to the leading edge of the wing the fuselage is lengthened some seven feet.

The Privateer had two top turrets. Whereas the B-24 had one. It also had a different type of nose turret and no belly turret. The PB4Y-2 had very unusual waist turrets also.

The Navy had a different role for the Privateer than the USAAF had for the B-24. The B-24 was used for high altitude bombing, where as the Privateer was used for Anti-Submarine warfare. And was fully loaded with rear radar gear. The aircraft would stay aloft for many hours, sometimes seeing no action at all. The USAF, for the most part, stopped using the B-24 after WWII . But the Navy updated the PB4Y-2 and used it extensively in Korea and well into the 1950's and early 1960's.

The history of the YAF Privateer is still being made, but after the Navy released the aircraft it was purchased by Hawkins and Powers Aviation of Greybull, Wyoming and used as a fire bomber.

Our Privateer came to an end when the pilot forgot to switch gas tanks while in flight and he thought he was out of gas. He made a belly landing on the beach off the north coast of Vancouver Island. The plane was hauled ashore at Port Hardy, British Columbia. It was purchased by another owner and brought to Willow Run in pieces and stored in a Hangar for a number of years.

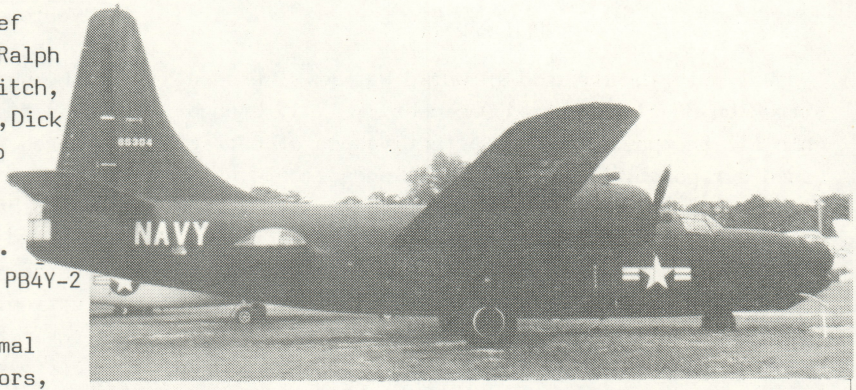
The Yankee Air Force acquired the aircraft and piled it into pieces. To say the least, it is quite a restoration project.

When the aircraft bellied in, it bent the nose gear, also the seawater destroyed the nose wheel hub itself. The left main gear was broken. The wings were sawed off instead of being unbolted. The aircraft is in three main sections,nose,mid-section,and aft section. Elevators, vertical stabilizer and control surfaces removed.

The Junk Yard Dogs are a very optimistic gang. In the four plus months. we have been working on the Privateer, the main and nose gear have been repaired. A new nose wheel rim and tire installed. The fire retardant tanks have been removed from the bombbays The nose and mid-wing sections of the fuselage have been attached.

If you are at our hangar on Saturday and see a big pile of aluminum with some men around it, you have found the Privateer.

The PB4Y-2 Privateer may never fly again but at least it will show people what the aircraft looked like.



Top Photo- A fully assembled PB4Y-2 Privateer . (photo by Gerry Luther, taken while in Pensocola, Fla.) Second - The engines for our PB4Y-2 await reassembly . Third- Crane placing the nose of PB4Y-2 on the outside pad until crew could be found to restore her.

HISTORY OF NAVAL AVIATION PART IV

THE FINAL FRONTIER

by Dick Melton

WORLD WAR II

Naval aviation matured in World War II. The sneak attack on Pearl Harbor on December 7, 1941, brought home all too painfully the effectiveness of carrier-based air power. Subsequent naval engagements at such places as Coral Sea, Midway and the Marianas further established the aircraft carrier as the key to sea power while American Naval Aviation played a major role in the eventual victory.

The Navy's aircraft carrier inventory grew from eight at the beginning of the war to over a hundred by war's end. Navy and Marine Corps pilots destroyed some 15,000 enemy aircraft, sank 174 Japanese warships and 63 German submarines.

The Navy's lighter-than-air efforts, reduced to an almost non-existant level of ten non-rigid airships following the big airship disasters of the thirties, got a big boost in 1942 as Congress authorized an increase in lighter-than-air strength to 200 blimps. A year earlier, four large and modern blimps with ranges of 2,000 miles had been delivered to the Navy and in 1940, the first class of Navy Aviation Cadets began lighter-than-air training at Lakehurst.

By the end of the war, there were 1,500 airship pilots, 3,000 crewmen and 7,200 ground personnel in that branch of Naval Aviation. Blimps had made almost 56,000 operational flights and had proved to be effective in protecting convoys against the submarine menace in the Atlantic.

In mid-October of '43, the Navy gained a new type of aircraft that would prove extremely effective in a variety of roles when the first Navy helicopter - a Sikorsky YR-48 (HNS-1) was accepted. Before Christmas of that year, the Coast Guard initiated a helicopter training program at New York's Floyd Bennett Field. By the end of the decade, helicopters had replaced fixed-wing observation planes on the Navy's battleships and cruisers, and had been given so many other tasks they were looked upon as the "Jeeps of the air."

POSTWAR NAVAL AVIATION

Fixed-wing shipboard observation planes were not the only aircraft types that fell victim to progress following the second World War. On July 21, 1946, the McDonnell XFD-1 prototype Phantom jet fighter made four successful landings and takeoffs from the carrier USS Franklin D. Roosevelt off the Virginia Capes... and less than two years later, Navy fighter squadron VF-17A became the first carrier qualified jet squadron in the Navy, flying production versions of the same Phantom. These events, coupled with the introduction of the first angled flight deck and the incorporation of the steam-powered catapult, marked the end of the prop-driven fighter era for carrier aviation.

The face of Naval Aviation continued to change as the last lighter-than-air airship group of the Navy was disbanded in 1964. Early in November of '67, the Navy's last seaplane flight was completed, ending fifty years of Navy service for this type of aircraft.

In the summer of 1950, trouble erupted in Korea and the United Nations rushed a police action force into the fray. Just eight days after President Truman ordered U.S. sea and air forces to give support to Republic of Korea forces, the carrier USS Valley Forge launched strikes from the Yellow Sea against targets in and around Pyongyang - the first use of a carrier force as a tool for rapid response in a crisis situation. On August 3, the first Marine aviation mission against the North Korean Communists was flown by a carrier-based squadron. For the first time in history, Marine aviation put ground forces into the attack by helicopter. In all, Naval Air Reservists carried out more than a third of the Navy's air action in Korea, with Reserve pilots manning 10 of 12 squadrons in Carrier Task Force 77 by summer of 1951.

In the spring of '62, the leading elements of a Marine aviation task unit arrived in Vietnam and subsequently moved to DaNang, where most Marine aviation operations later occurred. Three years later, the First Marine Aircraft Wing established an advance command post in Vietnam as part of the Marine air-ground team. By March of '68, their fixed-wing strike aircraft were placed under the operational control of the Seventh Air Force to increase the efficency of tactical air support for ground troops.

Carrier-based aircraft also played a role in this conflict, providing ground strike support and fighter cover for ground forces. On the 10th of May, 1972, the two-man crew of a Navy F-4 Phantom II became the first aces of Vietnam and the first Phantom aces. They also gained the distinction of being the first aviators to down three MiGs in one aerial battle.

Naval aviation made news of a more peaceful nature as well, during the days since the end of World War II. In January of 1947, the first of six Douglas R4D (DC-3) twin engined transports was launched from the flight deck of the USS Phillipine Sea to Little America in the Antarctic. This was the start of Operation Highjump, to explore and map 5,000 miles of Antarctic coastline and 1.5 million square miles of the interior.

On November 25, 1961, the first nuclear-powered aircraft carrier, the USS Enterprise, was commissioned.

Naval aviators also played a prominent role in our nation's space effort. Commander Alan Shepard became the first American astronaut to go into space on May 5, 1961. Marine Corps Lieutenant Colonel John Glenn was the first U.S. astronaut to make an orbital flight on February 20, 1962. Neil Armstrong, a Naval aviator, became the first man to set foot on the moon on July 20, 1969.

Naval aviators John Young and Bob Crippen flew the first space shuttle Columbia on April 12, 1981 and less than three years later, Naval aviator Bruce Mc-

Candless made the first untethered space walk from the space shuttle Columbia. Captain S. David Griggs, a Naval Reserve officer and former Naval aviator, flew aboard the space shuttle Discovery in April of 1985.

Woman's Lib also received a boost from Naval Aviation. Lieutenant Junior Grade Barbara Ann Allen, the Navy's first designated female aviator, received her wings of gold on February 22, 1974. In June of 1983, Lieutenant Colleen Nevius became the first woman to graduate from the U.S. Naval Test Pilot School at Patuxent River, Maryland.

TODAY

The Navy's newest nuclear-powered aircraft-carrier, the USS Theodore Roosevelt, is scheduled for commissioning in October of 1986 as the culmination of a year-long celebration of the Diamond Anniversary of Naval Aviation. This action fittingly honors the man who, as Assistant Secretary of the Navy before the turn of the century, issued the order that marked the Navy's first official interest in aviation. And like Teddy Roosevelt's oft-quoted strategy to "speak softly and carry a big stick," this new carrier and her sister ships stand ready to convey to the world the soft-spoken message of our nation's desire for peace - backed by the "big stick" of Naval Aviation, should it be needed.

YANKEE WINGS NEEDS YOU

If you took Graphic Arts, Typing, or Journalism in High School or College, or have any experience in Paste-up or Key-lining then the YANKEE WINGS needs you.

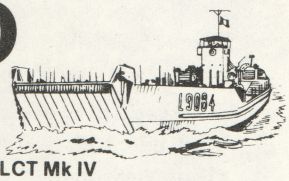
If you are interested, please come up and see us any Saturday around noon in the Publication Room, on the east side of the Hangar, second floor, top of the stairs, or call K. Miller (495-1870) at anytime. We need reliable, responsible people. We will try to accommodate your schedule.

Bell UH-1 Hueys of the Navy's Helicopter Attack Squadron Light 3 (HAL-3) provided close air support for U.S. Navy and Vietnamese Riverine operations in the Mekong Delta during the Vietnam war.

D-DAY REMEMBERED

An Insider's Eye View

by K. Miller



LCT Mk IV

Marv Hoffrichter, YAF # 994, has been a member since Sept 1983. Ever since I found out that he was involved in the planning of D-Day I thought what a great story this would make. I finally got together with Marv while he was out at the Museum . I hope you enjoy reading this interview as much as I enjoyed writing it. I can't wait to interview other YAF members with war stories that are as interesting as Marv's.

Let's start with your trip over to England. How was it?

I was part of the Combined Task Force (CTF)#127. We came across on the USS American Legion. During the crossing we realised we were being shadowed by two German U-Boats. Boy, were we sweating, halfway across the Atlantic Ocean the American Legion developed engine trouble and we had to be transfered to the USS George F. Elliot by means of Bosin's chair lifts. A slow and dangerous process under the best of circumstances.

My first assignment was to build a radio station in Londonderry, Ireland in 1942. The station was supposed to take one year to build. We finished in nine months, rather that wait around, we decided to test our transmitter. Even though we hadn't received our assigned code letters. The Navy sent a couple of British P-40 Warhawks to investigate the strange signal. We had to raise the old Stars and Stripes, doubletime, to save ourselves from being bombed.

How did you end up as an interpreter?

One day I read a notice for men who could speak three or more languages. Since I speak Yiddish, German, and Italian I volunteered for that assignment.

I was sent to London, England, where I stayed at the house of the Countess Colorado, she was the widow of the King of Spain. While I was living there, she entertained the famous Russian Opera star- Madame Bellemonte.

While we roomed out we were ordered to wear civilian clothing so that we could blend in at the Milestone Red Cross Club. All sorts of types hung out there, particularly the officers and men of the 8th Air Force. We were there to check on who leaked information while intoxicated and to help catch spies.

More than once we had to help drunk soldiers and airman upstairs to cold showers and coffee. A week before D-Day, a Lt. General got drunk and shot off his mouth. The information he gave out was false, but, they still busted him to sergeant.

While at the Red Cross Club we also made contact with the German and Italian underground in order to get up to the minute information about the German forces, strengths and locations.

Sounds kind of dangerous, what kind of training did you receive?

All radiomen and signalmen received the same training in martial arts as did Navy frogmen and commandos. We were taught "Ka Fong" or how to tear out a jugular vein with only two fingers.

My next assignment was as an IBM teletype operator at Command Central, in London, during the Blitz. We were located about fifteen or twenty feet underground in a bomb shelter at 7 Palace Gate Road, near Kingston Road. Luckily we weren't hit by any of the V-2 bombs. Here we contacted the Underground forces in Italy and in Germany. Then we passed the information we were given, on to our commanding officers.

What kind of information was that?

We had to have information on landscapes, cliffs, obstacles in the way, what were the best beaches to land on, that kind of stuff. It took about eighteen months to gather all the necessary data on the disposition of the enemy before the brass could plan the details of the D-Day invasion.

How did you end up in the middle of the invasion?

On June 5, 1943, we started out. The weather was so bad we had to return to the English side of teh channel. We were only 12 miles from Normandy at the time, too. That night, the Germans sent several planes to bomb us. The only casualty was a Norwegian sailor. He was killed during the strafing, which was over in about forty-five minutes.

How large was the invasion force?

There was an armada of three million men, sixteen million tons of ammo, and five thousand ships.

At about 02:00, June 6th, we set off again for Normandy. This time we arrived at 06:00. The first Marine hit the beach at 06:40.

Enemy fire was fierce and the men could not get ashore fast enough to keep from being shot up from the machine-gun fire. The Allied Generals decided to sink some LSTs to make a bridge, so that the troops could debark away from shore and run in across the sunken ships.

Did you go ashore?

No, Ike's idea was to divide us into two groups of 26 radio and signal men and place us on two different Destroyers, the CERES and the CAPETOWN. The two ships faced each other offshore. That way our antennas would be at the correct orientation for the best reception from shore. Both ships would receive the same message. That way they could be compared for accuracy. We were located just off Omaha Beach. One of the four beachheads that day.

You must have been in some danger.

Yes, any ship there, was in danger from bombing and

shelling. We were sitting ducks. The only thing that saved us was that the Nazi's did not know which two ships were giving and receiving communications.

The Merchant Marines were shooting at every plane they saw. They even shot down an American P-40 Warhawk. The pilot wanted to go over and explain to them the difference between the planes.

Did you have any narrow escapes?

Oh yes, the door to the radio room was rigged so that whenever it was opened the lights would go off. That way no one could read the messages over your shoulder.

While I was receiving messages I had my back to the door. Someone came in. I turned around and asked,"Who the *+?!&* opened that door?" After the British Admiral recovered from his shock he asked, " What is your name sailor?" Then he said" I want to see you in my office in thirty minutes."My Commanding Officer and I reported to the Admiral, who then demanded that I be court martialed. Captain Kline, my C.O., informed the Admiral that he was not authorized to enter that room and that he would also face a court martial if this matter was pursued. The charges were dropped, immediately.

Were you stationed in Normandy?

No. After four days I was relieved of duty and sent to the Pacific Theatre. I was stationed on the YMS 198. We were searching the Marshall Islands for Japanese mines. We were nicknamed "The Suicide Squad" by the rest of the fleet.

I never received a single scratch or injury despite being in two such hazardous tours of duty.Soon after my arrival in the Pacific they dropped the A-bombs on Japan. Since I had enough points,I was able to go home.

Is there any particular D-Day incident that still brings a grin when you think about it?

Yes, two weeks before the invasion.General Eisenhour had the task of telling Patton that Montgomery was going to lead the invasion. It took both Ike and Omar Bradley to subdue Patton, who had his guns drawn.

This photo was submitted by Marv Hoffrichter. He is the sailor among all those fly boys of the 8th. If any one recognizes someone in this photo, please contact Marv, care of the WR museum.

FREEDOM IS PURCHASED IN INSTALLMENTS

USS STARK

MAY 1987

Killed

Doran Hilaire Bolduc
Bradley Otis Brown
Christopher Werner DeAngelis
James Scott Dunlap
Jerry Boyd Farr
Vernon Foster
Dexter Dwayne Grissette
William Ralph Hansen
Daniel Homicki
Kenneth Janusik, Jr.
Steven Edward Kendall
Stephen Kiser
Ronnie Lockett
Thomas MacMullen
Charles Moller
Jeffery Lee Phelps
James Plonsky
Robert Shippee
Lee Stephens
James Stevens
Gregory Tweady
Joseph Watson
Wayne Weaver
Lloyd Anthony Wilson

Missing
and Presumed Dead

Jeffery Calkins
Mark Robert Caouette
John Ciletta, Jr.
Bryan Clinefelter
Antonio Armondo Daniels
Steven Thomas Erwin
Randy Eugene Pierce
Kelly Robert Quick
Earl Patton Ryals
Jeffrey Curtis Sibley
Martin Supple
Vincent Ulmer
Terance Weldon

TALE SPINS

By Jack B. Stankrauff

TERROR IN THE SKIES — STUKA!

No other German combat aircraft struck shear terror in the hearts of the Allies than the Ju87 Stuka! This Luftwaffe dive bomber was a formidable aerial weapon in World War II. The Sturzkampfflugzeug (Stuka) became the spearhead tactical dive-bombing aircraft for Germany's Blitzkrieg thrusts across Europe in 1939 and 1940 as well as in the skies over Britain, Russia and the Mediterranean.

INFLUENCED BY THE U.S. HELLDIVER

German aircraft designer Hermann Pohlmann had been working on dive bomber designs since 1923. In 1931, Ernst Udet (later to become Luftwaffe director General of Equipment) was invited to attend the National Air Races in Cleveland, Ohio, where he saw dive-bombing demonstrations by Curtiss Helldivers. He was intrigued by the potential of dive bombing. In fact, he quickly purchased two Helldivers (with funds provided by Hermann Goering) and took them to Germany. The two aircraft were thoroughly studied and tested. At the same time, Hermann Pohlmann was finalizing his design for the Stuka. Udet's enthusiasm for the dive bomber idea paved the way for the Stuka's acceptance by the Luftwaffe high command.

Pohlmann's inverted gull wing design gave the pilot excellent visibility. The new design also included dive brakes and all-metal construction. The first prototype Ju87 with a twin fin and rudder design crashed in 1935. The next Stuka design was then modified with a single fin and rudder. This version was built and subsequently test-flown without incident the same year. (Interesting Note: The Stuka was first flown with a British Rolls Royce Kestral engine, because no powerful enough German engines were yet available.)

In 1935 and 1936, Stuka production was begun by the nearly bankrupt Junkers company. The Nazis wasted little time in forcing the pacifist and owner Hugo Junkers into retirement so that production could be made on schedule. (Historically, this warplane building was in direct violation of the Versailles Treaty which forbade a German air force.)

STUKA FACTS

Powered by a 1,300 HP Jumo engine, the Ju87 could manage a top speed of 255 mph. (Its nearly vertical diving speed was 400-plus mph.) Its service ceiling was 24,000 ft. (depending on bomb load and model). Its standard armament varied from one to two wing machine guns (fired by the pilot) and one to two flexible machine guns fired by the rear cockpit gunner. Some versions carried 20 mm. cannon, 37 mm. cannon and 1.46 in. anti-tank guns. The Stuka's range was from 600 to 1,200 miles, depending on the bomb load.

As the Stuka dive bombed at a nearly vertical 85 degree angle, a hinged bomb release arm lifted the bomb out and away from the propeller. Added to this awesome effect was the wing-mounted siren ("Jerico Trumpet")! The Germans capitalized on this physcological effect in their propaganda. The Ju87 could carry a maximum bomb load of 1,100 lbs. The pilot was guided by red lines in the cockpit window and a ventral vision panel for dive bombing.

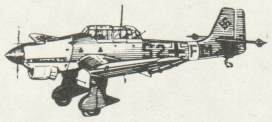
Its wing span was 45 ft. 4 in. with a length of 36 ft. 6 in. and a height of 12 ft. 6 in. The maximum loaded weight (fuel and bombs) was 14,000 lbs. according to the model varience.

NEW TACTICAL CONCEPT

First blooded in the Spanish Civil War in 1937, the Stuka revolutionized ground attack warfare. The Luftwaffe's Legion Condor Stukas honed their skills and developed tactics which are used today. Wolfram von Richthofen (cousin of the World War I flying ace Baron Manfred von Richthofen) led the Condor Legion. Von Richthofen introduced a system using a ground controller who directed the Stukas to targets on the ground by radio. Soon, Luftwaffe liaison officers attached to ground units vectored the Ju87s. The Germans would later demonstrate this deadly tactic as they swept across Europe in 1939 and 1940.

SERVED IN MANY ROLES

Serving in several roles, including dive bomber and tank destroyer, the Stuka was utilized by the Luftwaffe in all theatres of the Second World War. Most Stukas flew as close support aircraft. Other versions included the C model equipped with flotation gear (enabling a downed Stuka to remain afloat for three days) for aircraft carrier use, the D model as a night fighter interceptor with two 20 mm. cannon, glider tug, an assault transport with personnel pods dropped from the wings, and the G-1 model equipped with two 37 mm. cannon (140 rounds per minute and a range of one mile) which laid waste many Soviet tanks.



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THE CASE OF THE MISSING RF-84-F
by The Yankee Air Museum

As you travel along the Interstate # 94 you get used to the sights on the service drive. There is the Big Wheel near Outer Drive, the Marlboro Man near the Ecorse Road exit, and of course, there is that RF-84-F that sits in front of the Mastercraft Manufacturing Building, located at Haggerty and the I-94 Expressway. You've passed it time after time on your way to the museum.

On Saturday, May 9th, you looked for it and, it was't there. It is MISSING. Where could it be? Then you arrive at the Willow Run Museum, and there it is, on the outside Flightline.

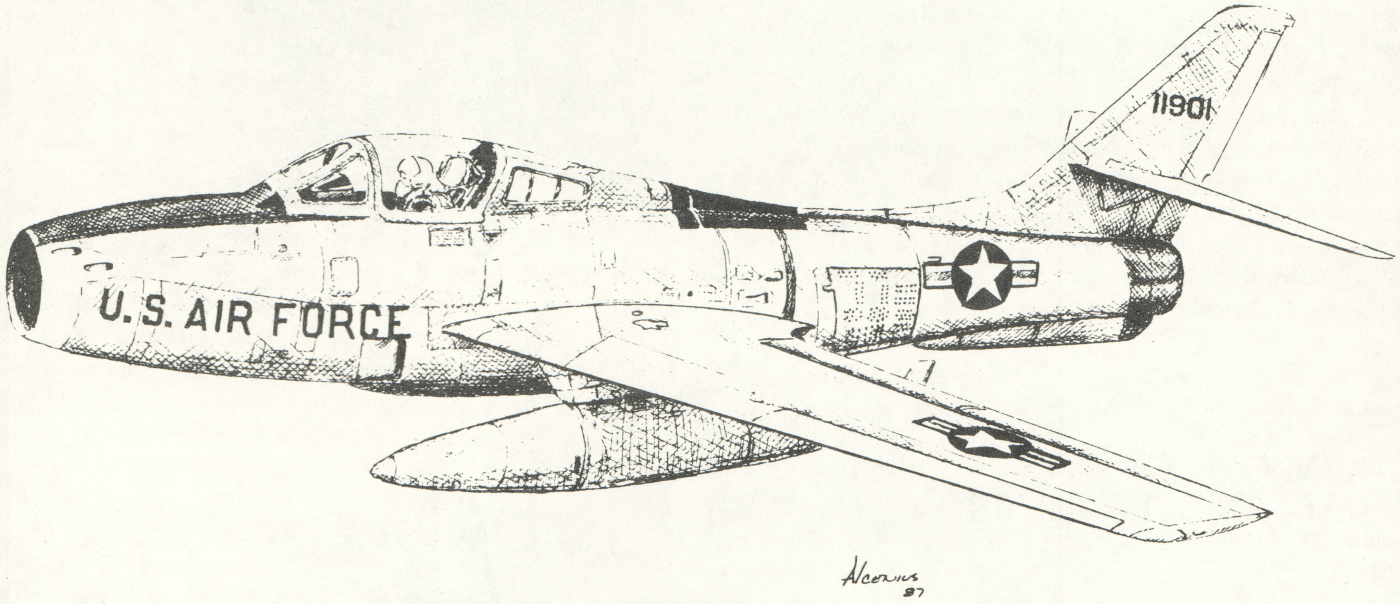
On Friday, May 8th, a work crew from the YAF moved it from its spot by the expressway to its new home at the Museum. They traveled along the service drive. Then took the plane in to Willow Run Airport through the Zantop gate. From there, the crew towed it over to our side of the Airport, to the flightline position that it now holds.

On Sunday, May 17th, Eric Savickas (Crew Chief) and his crew were washing her down so that she would shine on Memorial Day when the Detroit Area inhabitants finally got a chance to see this plane up close after all these years of admiring it from afar.

If you missed the Memorial Day Ceremonies, come out any Saturday and see this new addition to our flightline. This is the third F-84 we have on display.

If you haven't joined a restoration crew yet, this is a perfect chance.

The line art on this page is by Bill Alcenius. This line art is of the F-84-F that was already at the Willow Run Museum. The RF-84-F will be featured in the 1989 YAF calendar.



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WORLD WAR II BOMBER CRASHES

FLORIDA

Pilot Tom Crevasse of New Smyrna Beach brought this B-25 Mitchell bomber in for an almost flawless landing that left him and five passengers uninjured and caused relatively minor damage to the airplane. The aircraft belongs to Harry Doan, a vintage-aircraft enthusiast.

Crevasse said the plane's right engine failed over Melbourne. He turned the plane around and headed back to New Smynra instead of going on to the Bahamas for a fishing tournament.

"We were coming on back and everything was nice and cool, but we were running on just one engine," Crevasse said. "All of a sudden, why, the left engine got kind of rough and smoke... came out of it and it just died. That left us with nothing.

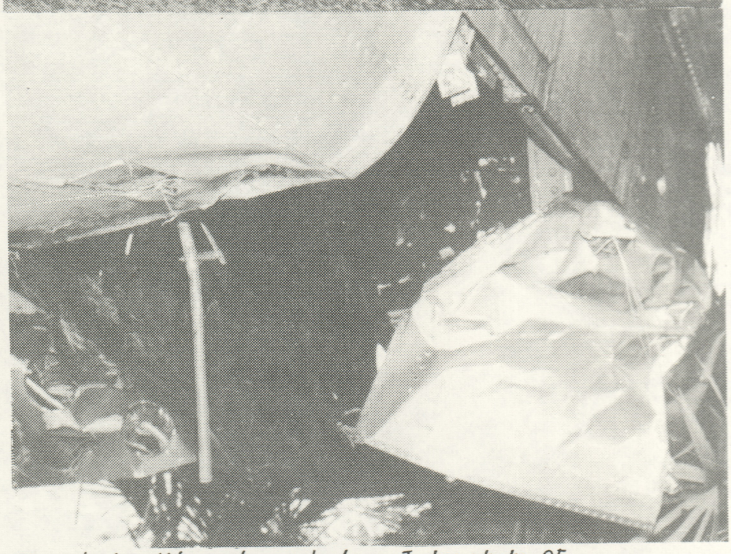
Crevasse, who said he flew a crop-duster for 20 years and has over 17,000 flying hours in more than 100 aircraft, knew he couldn't make nearby Space Center Executive Airport south of Titusville.

" If the engine had run 30 more seconds we could have made the runway," he said.

Rather than risk landing on the I-95 or on a field near some houses, Crevasse said, " We found us a pond, and we just put it in there with the landing gear up." He said that the plane stopped almost immediately upon hitting the water.

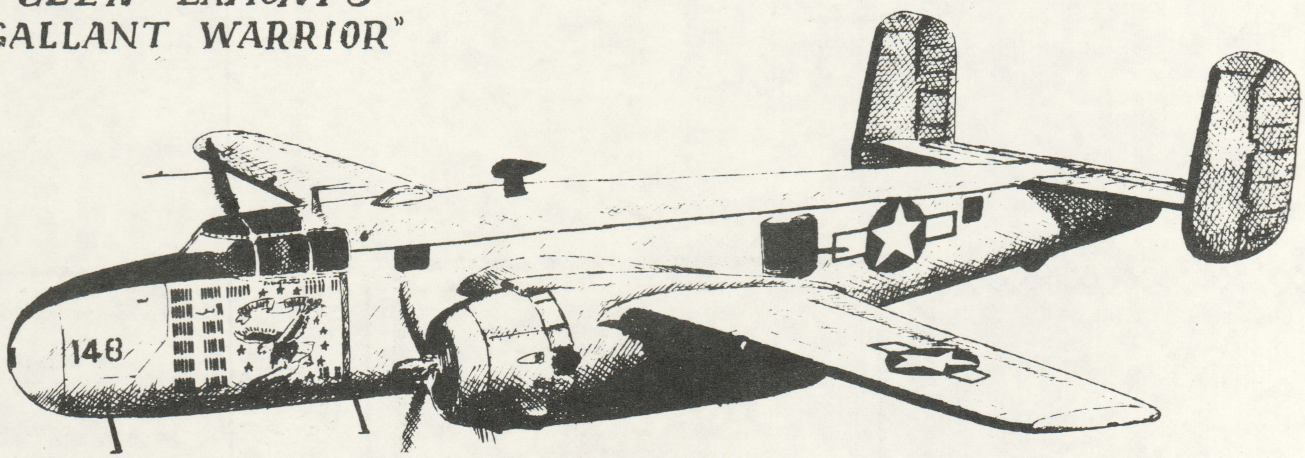
Pilot Tom Crevasse's cool thinking and experienced contol of the aircraft saved the lives of everyone on that flight and he deserves the praise of pilots everywhere. This article was submitted by Bill Anthony of Lake Mary, Florida. It was written by Michael Lafferty of the Sentinel . Thank you for this uplifting tale of what could have been a diaster.

by Michael Lafferty



Top photo- View of wreck from Interstate-95.
Bottom photo- Bombbay doors, although damaged helped to act as brakes to stop the plane. (photos taken by Bill Anthony of Lake Mary, Florida.)

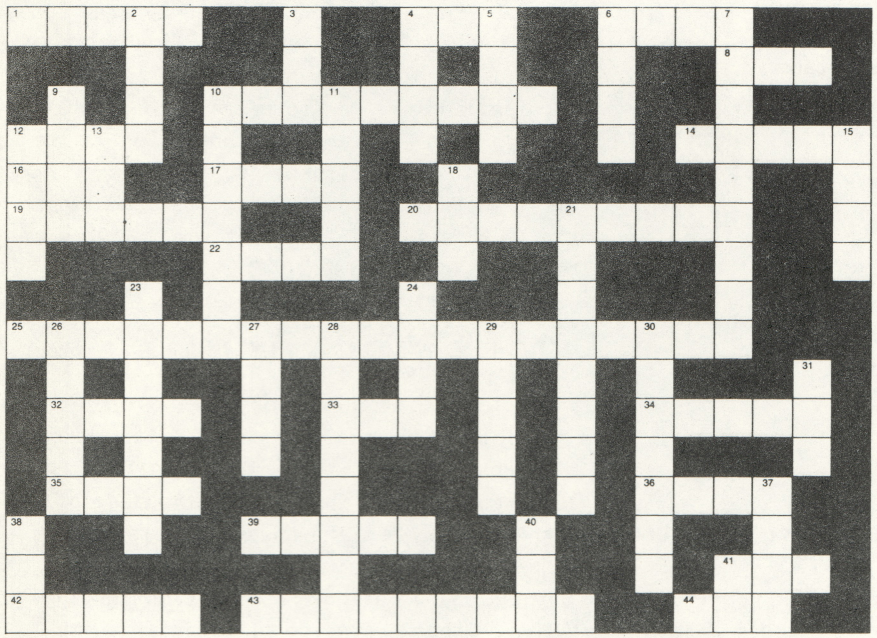
GLEN LAMONT'S "GALLANT WARRIOR"



The line art on this page is by Bill Alcenius. This is of Glenn Lamont's B-25,"The Gallant Warrior." Glenn's plane is in fine shape and it was so nice seeing her fly-by this past Memorial Day. We at YANKEE WINGS hope you have enjoyed this preview of the artwork from our 1988 YAF Calendar. The calendar will be available soon at a YAF Gift Shop near you.

Alcenius 87

Crossword



ACROSS

1. T/R mechanism fairing
4. Neither liquid nor solid
6. A globe that glows
8. Electrical value
10. End product of 2 or more products, combined
12. Some of us have two left _____
14. Should have been zulu but zulu didn't fit.
16. From behind
17. When the aircraft does this, so does your stomach
19. Producing stationary charges of electricity
20. Operated, moved or affected by means of liquid
22. Monad
25. I have made plans to attend the _____ _____
32. Distort
33. Unctuous combustible substance, easily liquefiable on warming and soluble in ether
34. Substance carried by Flying Tigers
35. To appear above the horizon
36. To go where others have not tread
39. Wide-bodied Field Service Supervisor
41. Caravan has one for extra cargo
42. A "go-fast" measuring device
43. Removes humidity from #44
44. Element from which humidity is removed by #43

DOWN

2. What insects might build in an open line
3. A rotating or sliding piece that imparts motion to a roller moving against its edge.
4. _____ lock
5. The spatial location of your hangar
6. _____ pilot
7. A special tool for #4 bearing failure
9. Not right!
10. The complete path
11. To drive
12. Firmly fixed
13. I'll let you know when I get there
15. Not manual
18. Catch to receive a hook
21. Exotic metal used in blades
23. Limb support
24. A cloak
26. A pilot always wants more
27. Permit passage
28. Those that are no fun
29. Liquid fluorinated hydrocarbons
30. An enclosed shelter on an aircraft
31. Torrid
37. Postern
38. The sound when pressure equalizes in a vertebrate organ of hearing
40. Operate
41. The ratio itself

This crossword puzzle is from the Cessna Citation Report, First Quarter, 1986. It was submitted by Rosie Goodes.

Cessna O-2A (Military)

Answer on page 15

VIDEO BIZ

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DID YOU KNOW: That Eddie Rickenbacker was also one of the most renowned racing drivers. He never got a driver's license. (L.M. Boyd, Detroit Free Press)

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FLOWER FUND

A flower fund for the Headquarter Division has been started. When I'm notified of the death of a Yankee Air Force member the flower fund will be for flowers or cash contributions to a charitable organization.

Please notify Nelson Lowe at 525-5283 or the Yankee Air Force Hangar at 483-4030.

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EDITOR FLIES AGAIN

by K. Miller

This spring your roving editor received another ride on an airplane. The plane this time is the Taylorcraft owned by Librarian Barb Cook and her husband Grant. This is the first civilian aircraft I have flown in as editor. I like flying in anything that I can get a ride on, civilian or military.

At first, I couldn't hear anything Grant was telling me about the landmarks around Ypsilanti and Ann Arbor, where we were flying. I had put on the dummy earphones that Grant keeps for his four year old son, Alec, to use when he flies with mommy and daddy.

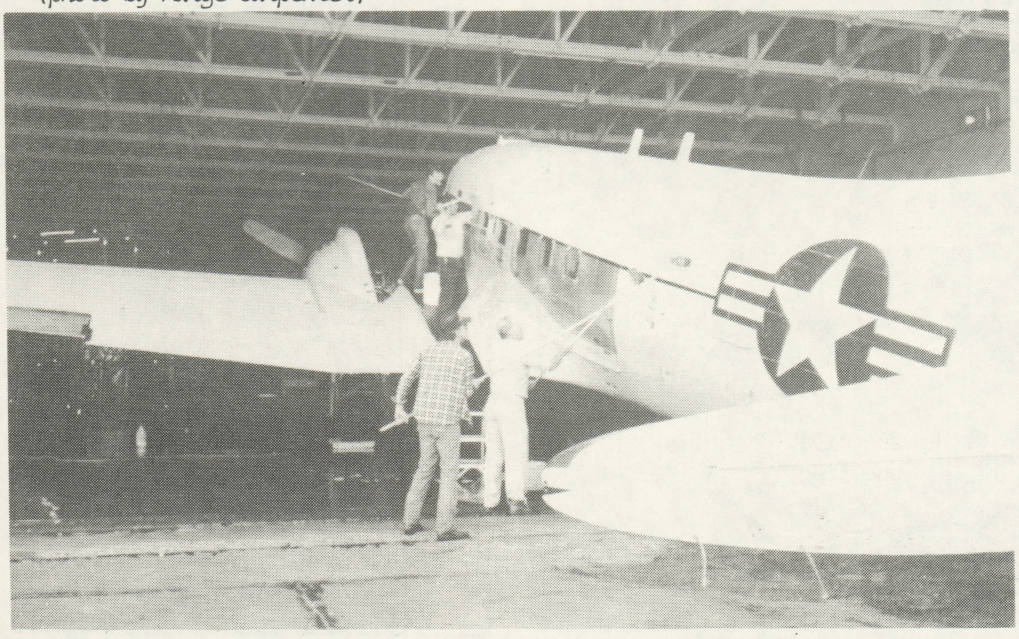
We went on the deluxe tour, instead of the usual touch and goes that I get invited to fly. This was quite a treat , we saw Barb and Grant's farm. (The geese had gotten out while the Cooks were at the hangar.) The frost had not completely thawed, since it was still early spring. From the air I could see buds on the trees and ice covering the ponds that were deep in the woods. Michigan in springtime is such a paradox of seasons.

I want to thank Grant Cook for giving me a chance to see sights that I had not seen before. The highways look like gridmarks on a map. The different angles of the farmland is as pretty as it looks in the movies. I had no idea there were so many shades of dirt.

From up that high we could see Detroit's skyline. But all to soon, we had to return to the ground and the reality of work around the Museum.

Grant and Barb, thanks for making my spring.

GIVING A DANDY OF A BATH are Rich Carpenter, Dick Bodycombe, Pat Nugent, Ted Vedrody, and Bill Bottle. (photo by Marge Carpenter)



Continued from page 10

A STUKA LEGEND

Hans-Ulrich Rudel ("The Eagle of the Eastern Front") flying a Stuka G-1 was credited with 519 Russian tanks. In addition, he destroyed 281 vehicles, 70 landing craft, 150 artillery pieces, many bridges, one battleship, one cruiser and one destroyer! Flying a total of 2,530 combat missions (the most for any pilot in the war), he shot down 7 Soviet fighters. Rudel was shot down 30 times, suffered five combat wounds and finished the war with an artificial leg. It was little wonder that the Russians put a 100,000 ruble bounty on his head - dead or alive!

THE RISE AND FALL OF THE STUKA

In World War II, the Stuka's role began by opening Germany's invasion of Poland. A flight of Stukas attacked a bridge over the Vistula River at Dirschau. A Stuka also accounted for the first German aerial victory of the war by shooting down a Polish fighter. The Ju87's deadly dive bombing was proven by the heavy Allied shipping losses during the 1940 campaign in Norway. In the textbook campaign of the same year, Stukas spearheaded the German offensive in Europe. While wreaking havoc with the Allied shipping off Greece, North Africa, Italy, Crete, and Russia, the Ju87s were soon cut down to size by slowly-growing Allied air forces as well as the Stuka's lack of firepower and slow speed. In fact, Allied anti-aircraft gunners and fighter pilots found the Stuka to be ripe targets during its dive and pull-out. More important, during the 1940 Battle of Britain, Stuka losses were so heavy that Goering withdrew them from combat.

EPILOGUE

When Germany surrendered in 1945, there were only 200 Stukas left out of 5,709 built. Today only two remain: One in London's Royal Air Force's Battle of Britain Museum and the other in the Experimental Aircraft Association Museum in Oshkosh, Wisconsin.

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IS THIS THE FOREIGN LEGION ?

MUG SHOT OF THE MONTH

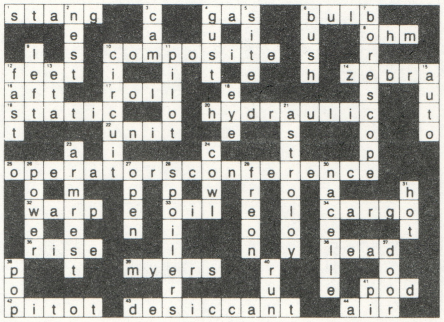
"Yes Sir, that's my momma", can be sung about this month's Mug Shot. This photo was taken by Paul London, of his mother, Romayne London, as she cleans inside the B-17. When Romayne isn't cleaning inside the plane she can be found sanding the outside of the plane and getting just as dusty as her son.

THE OTHER FELLOW

When the other fellow takes a long time-he's slow.
But when I take a long time- I'm thorough.
When the other fellow doesn't do it-he is lazy.
But when I don't do it- I'm too busy.
When the other fellow does something without being told- he's over-stepping his bounds.
But when I do something without being told- That's initiative.
When the other fellow strongly gives his side- he's bullheaded.
But when I do it- I'm being firm.
When the other fellow pleases his boss- he's polishing the apple.
But when I please the boss- that's cooperation.
When the other fellow overlooks a rule of etiquette- he's rude.
But when I skip a rule- I'm original
FUNNY? OR IS IT?

Submitted by Bill Bottle.

Answer from page 13



OOPS OUR MISTAKE

National Board Members not pictured in last months photo: Louise Greenwald, Ralph Gilpin, Fergus Mann, Bill Weir, Lee Bassett.

THE KEY IS YOU was adapted by Charlie Ligenfelter. It was typed by Barb Sutton. That is what I call dedication on the part of the Membership Committee.

EDITORAL POLICY

Yankee Air Force members and readers of YANKEE WINGS are encouraged to submit stories and articles, which concern the common interest and purpose of the Yankee Air Force Museum.

Responsibilty for accuracy in reporting rest solely with the author. Final approval as to content and date of usage is at the discretion of the Editor.

The deadline for YANKEE WINGS is the FIRST WENDESDAY of the PRECEEDING MONTH.

K. Miller, Editor

Editor- K. Miller
Director- John Snider
Distribution- Carol Guenther
Staff- Bill Abbott, Bruce Allbright, Bill Alcenius,Graham Armstrong, George Binson, Chuck Buehner, Jim Hanford, Norm Jones, Paul London, Rick Maxwell,, Dick Melton, Joe Miller,Stan Reich, Sam Stephens, Jack Stankrauff, John Syler, and the Divisional reporters.

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CALENDAR

JUNE

3- Willow Run Div. Membership Meeting
3- Northeast Div. Board Meeting
6&7- London Air Show- London, Ontario (Snowbirds)
9- Membership Committee Meeting-7:00 WR
9- Saginaw Valley Div. Board Meeting
10- B-17 Crew Meeting (WR)
13&14- Kalamazoo Air Show- Kalamazoo, MI (Snowbirds, Eagles, Golden Knights)
16- Saginaw Valley Membership Meeting
17- National Board of Governors Meeting (WR)
17- Northeast Div. Membership Meeting
20&21- Canadian Warplane Heritage Air Show- Hamiliton, ONT. (Blue Angels)
23- Wisconsin/Illinios Board Meeting-7:00
24- Mid-Michigan Board Meeting
27&28- Mt. Comfort Air Show- Mt. Comfort (Indianapolis, Ind.)*

JULY

1- Willow Run Div. Membership Meeting
1- Northeast Div. Board Meeting
3-5- Michigan Sesquicentennial Parade Fly-By - Southfield, MI
4- Ann Arbor Air Show - Ann Arbor, MI
4-5- Windsor Air Show - Windsor, Ontario *
7- Saginaw Valley Div. Board Meeting
8- B-17 Crew Meeting and Work Day
8- Mid-Michigan Membership Meeting - 7:00
11-12- Detroit City Airshow - Detroit, Mi *
14- Membership Committee Meeting - 7:00 (WR)
15- National Board of Governors Meeting - (WR)
15- Northeast Div. Membership Meeting
18-19- Muskegon Air Show, Muskegon, MI
18-19- Grayling Air Show, Grayling, MI
21- Saginaw Valley Membership Meeting
22- Mid-Michigan Board Meeting
25-26- Dayton Air Show, Dayton, MI
26- Wurtsmith AFB Open House - Air Show - Oscoda, MI
28- Wisconsin/Illinois Board Meeting - 7:00
29- Northeast Div. Board Meeting
31-Aug 6- EAA Convention - Oshkosh, WI *

NOTE: All Meetings at 7:30 unless otherwise noted
* indicates probable YAF C-47 participation

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